

CHINA



MAIL

Established February, 1846.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號一月五年九十七百八千一英

HONGKONG, THURSDAY, MAY 1, 1879.

日一十月三閏年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALAN, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTT, 1, Old Bailey, R. C. BATES, HENRY & Co., 4, Old Bailey, E. C. SAMUEL, DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BLAIR & BLAIR, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore, C. HEINZEN & Co., Malacca.

CHINA:—Macao, Messrs A. A. DE MELLO & Co., Steamer, CAMERON & Co., Amoy, WILSON, NICHOLS & Co., Foochow, Messrs E. C. SAMUEL, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,500,000 Dollars.

COURT OF DIRECTORS.

Chairman:—W. H. FORBES, Esq.
Deputy Chairman:—Hon. W. KESWICK, Esq.
E. R. BEILLON, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.
A. MAYER, Esq.
WILHELM REINER, Esq.
F. D. SASSOON, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3% per annum.

" 6 " " 4% " "

" 12 " " 5% " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2800,000.
RESERVE FUND, 1500,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

Auctions.

PUBLIC AUCTION.

Messrs LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on

MONDAY,

the 5th day of May, 1879, at 11 A.M., At HER MAJESTY'S STORES, Queen's Road East,—

The following UNSERVICEABLE GOVERNMENT STORES,—Old Boats, Blankets, Brass, Canvas, Copper, Cordage, Rugs, Cast and Wrought Iron, Leather, Cotton, Linen and Woollen Articles, Waterproof Sheets, Steel, Timber, Tin, Zinc, Casks, Packing Cases, Canteens, and various Miscellaneous Articles.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description, to be at purchasers' risk, on the fall of the hammer.

J. MOORE, A.C.G., Com. Gen. of Ordnance, China.

Ordnance Office, Hongkong, April 25, 1879. my5

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M. NAVAL STORE-KEEPER to sell by Public Auction, on

TUESDAY,

the 6th May, 1879, at Noon, at H.M. NAVAL YARD,—

SUNDRY CONDEMNED NAVAL AND VICTUALLING STORES, comprising:—Old Iron, Boats and Hoses, Flannel, Serge and Drill, Sundry Provisions, Tobacco, Clothing, Implements, &c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, April 28, 1879. my6

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, SHILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON;

Solicitors, Supreme Court House, Hongkong, March 5, 1879.

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 19th April, 1879.

It is notified that the DRAUMS at present in course will be Altered until further Orders to TUESDAYS and FRIDAYS, and not, as heretofore, viz. TUESDAYS and THURSDAYS.

A. COXON, Captain-Commandant H. K. A. V.

WANTED.

A STEWARDESS for the S. S. Oceanic.

Apply at the Office of the Occidental & Oriental S. S. Company.

Hongkong, April 28, 1879. my2

PHOTOGRAPHY.

C. POPPELBAUM begs to announce to the Community of Hongkong that he has taken over the BUSINESS of Mr H. SCHUBERT—well known in Hongkong—and is prepared to take PHOTOGRAPHS daily from 8 a.m. till 1 p.m. Having previously been employed by Mr Schubert, and had long experience in some of the most Celebrated Studios in Europe, he will take any Work in Photography, and is able to guarantee satisfaction to all who favour him with their Patronage. Photographs enlarged to life-size and finished in Artistic Style. Any Pictures not meeting with the approval of Patrons will not be charged for.

PHOTOGRAPHIC STUDIO, Wyndham Street.

Hongkong, April 21, 1879. my31

Intimations.

ROSE & Co., 31 & 33, QUEEN'S ROAD,

BEG to inform their numerous Patrons that they have received, Ex French and English Mails and other late Arrivals, their NEW GOODS for the Season.

CONSISTING OF:—

The New "ETONA" CLOTHS, YOSEMITES, MUSLINS, GALATEAS, &c., &c., for LADIES' Dresses.
Also, LADIES' and CHILDREN'S STRAW HATS, in all the Newest Shapes.
Boys' SAILOR HATS, in the New Styles.
LADIES' BOOTS AND SHOES, PEARLESS GLOSS.

A Good Selection of English and French FLOWERS and FEATHERS.
2-Button and 6-Button KID GLOVES, in tins of 8 and 6 pairs.
COSTUMES and PARIS MILLINERY, SUNSHADES.
COLLARS and SLEEVES, in the Newest Designs.
VALENCIENNES, BRUSSELS, TORCHON, and other LACES.
FICHUS, LACE SETS.
MUSLIN and LESSE FRILLINGS, in great variety.
RIBBONS in all the New Shades, REVERSIBLES, &c.

LADIES' and CHILDREN'S HOSIERY, CORSETS, SKIRTS, UNDER-CLOTHING &c., &c.

GENTLEMEN'S WHITE SHIRTS, with and without Collars attached.

GENTLEMEN'S India GAUZE VESTS, in great variety.

GENTLEMEN'S Christy's STRAW and FELT HATS: Black and Coloured.

SILK SOCKS, TIES, COLLARS, STUDB, BRACES, PERFUMERY, &c., &c., &c.

LINENS, SHEETINGS, CALICOES, DIAPERS, HOLLANDS, CRETONNES, TABLE CLOTHS, MUSLIN and LACE CURTAINS, CURTAIN LOOPS, LACE CURTAINS by the Yard, 2 yards Wide.

MILLINERY AND DRESSMAKING.

All Coast Orders Punctually Attended to.

ROSE & Co., 31 AND 33, QUEEN'S ROAD.

Hongkong, April 25, 1879. my9

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that pursuant to the provisions of the Articles of the Association of the Company, and of the Companies' Ordinance 1865, an EXTRA-ORDINARY GENERAL MEETING of Shareholders will be held at the Company's Office, situate at No. 7, Queen's Road, Hongkong, at 8 p.m. on TUESDAY, the 6th day of May next, for the purpose of passing a special Resolution making certain alterations in the Articles of Association of the Company to the following effect, viz:—

1. That the General Managers, with the sanction of the Consulting Committee, in any years that the accounts of the Company shall render it desirable, may pay losses wholly or in part out of the excess of the Reserve Fund over and above \$250,000, in order that contributing and other Shareholders may not unnecessarily be deprived of Bonus and Dividend such changes to take effect from the 1st January, 1878.

2. That the annual bonus payable to contributing Shareholders and the annual contribution to the reserve fund be left to the discretion of the General Managers and Consulting Committee, and that the sum to be annually appropriated to dividend be subject to the approval of the Company in Meeting.

NOTICE is hereby also given that a Second Extraordinary General Meeting of Shareholders will be held, at the same hour and place, on TUESDAY, the 20th day of May next, for the purpose of confirming such special Resolution as aforesaid.

Dated the 12th day of April, 1879.

JARDINE, MATHESON & Co., General Managers.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central.

Hongkong, April 21, 1879. my20

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharves, on favorable Terms, with quick despatch.

MAYER & Co., Proprietors.

Hongkong, November 20, 1878. my20

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the Medical Hall.

Hongkong, September 28, 1878.

For Sale.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my10

Notices of Firms.

NOTICE.

New York, 1st March, 1879.

MY Business in CHINA will in future be under the Name of JNO. L. ANDERSON & Co.

My BROTHER, Mr C. E. ANDERSON, will, in my absence from China, sign the Firm's Name by Procuration.

JNO. L. ANDERSON.

Hongkong, April 28, 1879. my5

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WILLIAM SALWAY in our Firm CEASED on the 1st Instant. Mr W. WILSON will Sign the Firm in Liquidation.

WILSON & SALWAY, Architects, &c.

WITH Reference to the above, I have admitted Mr SOPHIEY GODFREY BIRD as a Partner; the Business will henceforward be continued under the Name of 'WILSON & BIRD.'

W. WILSON.

Hongkong, April 7, 1879. my7

NOTICE.

THE Business of the Undersigned will in future be conducted under the Firm of SHARP AND DANBY.

SHARP & Co., Estate Agents and Valuers.

WILLIAM DANBY, C.E., Architect and Surveyor.

No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Messrs E. D. SASSOON & Co.

Hongkong, April 17, 1879. my17

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879. my1

NOTICE.

MR. JAMES ANDERSON, formerly Manager of the Foochow Docks, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co., Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. my9

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "IRAOUADY,"

Commandant GAVAIN, will be despatched for SHANGHAI TO-MORROW, the 2nd May, at Daylight.

G. DE CHAMPEAUX, Agent.

Hongkong, May 1, 1879. my2

FOR FOCHOW (DIRECT.)

The Steamship "BEN GLOBE,"

will be despatched as above on FRIDAY, the 2nd May, at 4 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, April 30, 1879. my2

FOR YOKOHAMA & HIOGO.

The Steamship "BRECONSHIRE,"

expedited here on or about the 4th Proximo, will have immediate despatch for the above Ports.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, April 30, 1879. my4

Shipping.

Steamers.

FOR FOCHOW.

The Steamship "MONARCH,"

will load here for above Port, and will have immediate despatch. The Steamer has splendid Passenger accommodation.

For Freight or Passage, apply to MEICHERS & Co., Agents.

Hongkong, April 30, 1879. my5

FOR FOCHOW (DIRECT.)

The Steamship "TEVIOT,"

W. C. NISBET, Master, will be despatched for the above Port on WEDNESDAY, the 7th Proximo, at Noon.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, April 30, 1879. my7

Sailing Vessels.

FOR MANILA (DIRECT.)

The Spanish Schooners "MANUEL,"

EGUILON, Master, "OZADOR,"

ORBETA, Master, will have immediate despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, April 28, 1879.

FOR NEW YORK.

The A 1 American Bark "EDWARD MAY,"

Capt. JOHNSON, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, April 30, 1879.

FOR SAN FRANCISCO.

The A 1 British Ship "CLARENCE,"

BEADLE, Master, will load here for the above Port, and will be despatched on or before the 5th of May.

For Freight, apply to VOGEL & Co.

Hongkong, April 25, 1879.

FOR SAN FRANCISCO.

The A 1 British Ship "ONIDA,"

Captain CHINA, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, April 17, 1879.

FOR NEW YORK.

The A 1 American Ship "HAZE,"

EVANS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, April 16, 1879.

FOR MANILA.

The A 1 Italian Bark "EMILIO P.,"

MERELLO, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, April 16, 1879.

FOR SAN FRANCISCO.

The A 1 American Ship "EDITH,"

MANSOY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, March 25, 1879.

FOR LONDON.

The A 1 American Ship "PRIMA DONNA,"

LUST, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S.S. *Glennard* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—being with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 10 o'clock, on MONDAY.

Cargo remaining undelivered after the 8th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, April 26, 1879. my3

FROM LONDON AND SINGAPORE.

THE S.S. *Hankow* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 4th of May will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & Co.

Hongkong, April 29, 1879. my6

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *IRAOUADY*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 1st May, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 7th May, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, April 30, 1879. my7

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Ex "Yangtze,"

H. L. c/o Mr. A. Marly, No. 1, 1 case Arms, from Marseilles.

Ex "Andaluz,"

Messrs. Joubert, Hanoi, 2 cases Wax, from Saigon.

Ex "Paiho,"

S. P. Order, 22 bags Stones, from Madras.

Ex "Sindh,"

K. J. (in diamond) No. 105, Order, 1 case PU, from London.

Hongkong, April 24, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

GOLDEN FLEECER, British barque, Capt. James Whitehead, Gilman & Co.

ONEIDA, British ship, Captain S. Olyma, Gibb, Livingston & Co.

TAIWAN, German barque, Captain C. Jensen, Arnhold, Karberg & Co.

QUEEN OF INDIA, British barque, Capt. R. H. Cary, Adamson, Bell & Co.

FLEURS CASTLE, British steamer, Capt. Kidder, Adamson, Bell & Co.

ALFA, British barque, Captain George Robb, Jardine, Matheson & Co.

PARANOS, French barque, Captain T. Pisco, Carlowitz & Co.

ANNIE W. WRIGHT, American barque, Captain H. O. Winsor, Order.

WESTVIEW, American barque, Captain F. W. Galt, Order.

EDITH, American ship, Captain Edmund S. Manson, Vogel & Co.

To-day's Advertisements.

FOR SWATOW, AMOY, TAMSUI AND TAIWANFOO.

The Steamship "HAILONG,"

Captain Goode, will be de-

parted for the above Ports

on SATURDAY, the 3rd instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, May 1, 1879. my8

FOR YOKOHAMA.

The Steamship "GLENORHY,"

Captain Hees, will be de-

parted for the above Port

on WEDNESDAY, the 7th instant, at 3

o'clock p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, May 1, 1879. my1

To-day's Advertisements.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS OF TWENTY-FIVE PER CENT. upon Contributions, and an Interim Dividend of ONE HUNDRED AND SIXTY DOLLARS AND SIXTY-FIVE CENTS PER SHARE for the year 1878, will be payable on THURSDAY, the 8th instant.

A Third and Final Bonus of ONE DOLLAR SEVENTY-THREE PER CENT. on Contributions, and a Third and Final Dividend of NINE DOLLARS AND EIGHTY-FOUR CENTS PER SHARE for the year 1877, will be paid at the Same Time.

Warrants may be had on application at the Office of the Society on and after that Date.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, May 1, 1879. my8

PUBLIC AUCTION.

HOUSEHOLD FURNITURE, VALUABLE WORKS ON CHINA AND JAPAN, WORKS IN LANGUAGES, HISTORY, PHILOSOPHY AND GENERAL LITERATURE, &c., &c., &c.

L. ANE, CRAWFORD & Co. have received instructions from A. FALCONER, Esq., to sell by Public Auction, at his residence The Government Central School, Gough Street, on

SATURDAY,

the 3rd May, 1879, at 2 o'clock p.m.,

The whole of the

HOUSEHOLD FURNITURE,

comprising Drawing-room Chairs, Tables,

Couches, a Cottage Piano by Shröder,

Mantel Piece Mirrors, Pictures, &c., &c.

Dining Table and Chairs, Dinner

Service, Engraved Glassware, Blue and

Gold Breakfast Service, Sideboard, What-

not, &c., &c.

Iron Bedstead, with Mattresses and

Pillows, Bedroom Chairs and Couches,

Toilet M. Hogan Wardrobe, Marble-top

Dr. ing Table, Child's Iron Swing Cot,

Sewing Machine and Table, &c., &c.

A Large Collection of Valuable and

Rare BOOKS, as per Catalogues.

Lady's Chair, Telescope, Revolver and

Holster, &c., &c., &c.

Hongkong, May 1, 1879. my3

SHIPPING.

ARRIVALS.

May 1, *Thales*, British steamer, 820, N.

Bangkok April 22, Rice, CHRE-

NESE.

May 1, *Patria*, German barque, 395, C.

W. Schultz, Swat v April 28, Ballast, SIEMSEN & Co.

May 1, *City of Santiago*, British steamer,

1291, J. A. Peters, Saigon April 27, Rice, ADAMSON, BELL & Co.

May 1, *Radnorshire*, British steamer,

1201, Thomson, Saigon April 27, Rice, GIBB, LIVINGSTON & Co.

May 1, *Wolf*, German gunboat, from

Hoibow.

DEPARTURES.

May 1, *Emilio V.*, for Manila.1, *Kwongtung*, for Coast Ports.1, *Paladin*, for Saigon.1, *Killarney*, for Saigon.1, *Volga*, for Yokohama.1, *Amoy*, for Bangkok.1, *African*, for Hankow.

CLEARED.

Abbey Cowper, for Saigon.

Conquest, for Hoibow & Halphong.

Annie, for Bangkok.

Hankow, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Thales*, from Bangkok, 50 Chinese.Per *City of Santiago*, from Saigon, 2 Chinese.Per *Radnorshire*, from Saigon, 40 Chinese.

DEPARTED.

Per *Kwongtung*, for Fochow, Messrs G.

Hales, J. A. H. Drought, J. Bathgate, W.

L. Hunter, Tilley, and F. H. England.

Per *Volga*, for Yokohama: from Mar-

seilles, Messrs Harcourt, Messrs Betschi,

Takano, and Kuki; from Hongkong, 1

Chinese, and 2 Indians.

Per *Paladin*, for Saigon, 85 Chinese.Per *Killarney*, for Saigon, 130 Chinese.

To Depart.

Per *Iravaddy*, for Shanghai: from

Hongkong, Miss Latham, Messrs Schultz,

T. Achells, R. Victor, Mr. and Mrs. Lyall

Grant, Messrs Harcourt, Messrs Betschi,

A. Hontach, T. T. Crutch, Blaco, F. A.

Perreira, and one servant; from Marseilles,

Mr. and Mrs. Robt. Hart, child and gover-

ness, Mr. and Mrs. Fries, Messrs Comins,

Little, (Mr. Sentance, Brotschneider, Mr.

and Mrs. Wells and child, Miss Epham,

Messrs Findlay, Gampman, and Wade.

SHIPPING REPORTS.

The British steamer *Thales* reports:

Light winds and fine weather throughout.

The German barque *Patria* reports:

Light winds from N.W. with mostly thick

weather.

The British steamer *Radnorshire* reports:

Easterly winds and fine weather through-

out. April 30th, spoke H.E.C.T. from

Toupin Bay to Hongkong, in lat 19.01 N.,

long 111.11 E.

CARGOES.

Per American barque *Penobscot*, Hong-

kong to San Francisco, sailed 21st April,

1879, 1,000 bales Hemp, 17,227 bags

Rice, 1,100 boxes Oil, 285 pkgs Tea (Can-

ton) 4,500 lbs., 47 pkgs. Flour, and 55

pkgs. Merchandise.

Per American barque *Thomas Fletcher*,

Hongkong to Victoria, B. C., sailed 24th

April, 1879, 3,445 bags Rice, 50 boxes

Oil, 70 boxes Soy, 800 boxes Wine, 704

boxes Merchandise, and 183 boxes Tea

(Canton) 3,660 lbs.

Per American ship *Charmar*, Hongkong

to San Francisco, sailed 21st April, 1879:

—54,880 bags Rice, 410 bags Beans, 200

bags Sugar, 87 bags Ginger, 30 bags Sago,

224 bags Tapioca, 110 cases Onions, 640

boxes Wine, 1,410 boxes Oil, 750 boxes

Soy, 1,200 boxes Flour, 720 rolls Matting,

54 pkgs. Tobacco, 605 pkgs. Firecrackers,

27 pkgs. Paper, 68 pkgs. Vermicelli, 4,480

Merchandise, and 707 pkgs. Tea (Canton)

14,140 lbs.

POST OFFICE NOTICES.

MAILS will close:—

For FOOCHOW.—

Per *Ben Glac*, at 3.30 p.m. To-morrow,

the 2nd inst.

For SWATOW.—

Per *Yokohama*, at 5 p.m. To-morrow, the

2nd inst.

For SAIGON.—

Per *Pernambuco*, at 5 p.m. To-morrow,

the 2nd inst.

For SWATOW, AMOY, TAMSUI, AND

TAIWAN.—

Per *Hailong*, at 11.30 a.m., on Satur-

day, the 3rd inst.

For SAIGON.—

Per *Adria*, at 4 p.m., on Monday, the

5th inst., instead of as previously

notified.

For FOOCHOW.—

Per *Twist*, at 11.30 a.m., on Wednesday,

the 7th May.

For YOKOHAMA.—

Per *Gordon East*, at 2.30 p.m., on

Wednesday, the 7th inst.

Per *Glenorchy*, at 2.30 p.m., on Wednes-

day, the 7th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic* will

be despatched on TUESDAY, the

8th May, with Mails for Japan, San

Francisco, and the United States,

which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

can no longer be sent by this route.

Hongkong, April 26, 1879. my6

MAILS BY THE BRITISH PACKET.—

The British Packet *Nizam*, will

be despatched on TUESDAY, the

6th May, with Mails to and

through the United Kingdom and

Europe via Brindisi or Southampton;

to the Straits Settlements, Batavia,

Burmah, Ceylon, India, Aden, Egypt,

Malta, and Gibraltar.

N.B.—This Packet carries no mails for the

Australian Colonies, E. or S. Africa,

nor for Mauritius.

MAILS BY THE FRENCH PACKET.—

The French Packet *Sindh* will

be despatched on TUESDAY, the

13th May, with Mails to and

through the United Kingdom and

Europe, via Naples to Saigon, Straits

Settlements, Batavia, Burmah, Oyoon,

India (via Madras), Australia, New

Zealand, Tasmania, Fiji, Aden, Sey-

chelles, Réunion, Mauritius, St. Paul,

and Alexandria. This is the best

opportunity for forwarding Corre-

spondence to E. Africa, the Cape,

St. Helena, and Ascension.

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Packet *Normanby*, will

be despatched from Hongkong, on

TUESDAY, the 15th instant, with

Mails for Singapore, Thursday Island,

Cooktown, Cleveland Bay, Bowen,

Koppell Bay, Brisbane, Sydney, Tas-

mania, New Zealand, Fiji, and Mel-

bourne.

Correspondence can be Registered till 1.15

p.m.

The Mails will be closed at 1.30. Supple-

mentary mail on board with 18 cents

late fee till time of departure.

Correspondence for Southern and Western

Australia can be sent by this route if

desired, but as a general rule it is

better to send it via Galle.

Hongkong, May 1, 1879. my15

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of*

All alias Alle, Assan alias Bin alias Hassan, Kitchell alias John alias Kitchell.—Murder and piracy.

Mak Loi Hi—1. Child stealing; 2. Enticing away a child with intent to deprive the father of possession of said child; 3. Detaining a child with intent to deprive the father of possession of said child; 4. unlawfully selling a child.

Li A-o—1. Larceny from the person with violence; 2. assault and wounding.

Tung Afo, Wong Ahim, and Lam Ah—1. Piracy; 2. piracy with violence; 3. piracy and wounding; 4. piracy and wounding.

Our contemporary of the *Siam Weekly Advertiser* of Bangkok occasionally takes "his walks abroad" on interviewing deeds intent; and now and again the *Fates* favour his views. At one of the Palaces, some one "invited us to go right seeing, with him as escort." The King was about to visit the works going forward to complete the preparations for dedication. We went in this direction and had the pleasure of meeting His Majesty and exchanging with him most frank, cordial expressions. He is aware of our criticisms and, good-naturedly, refers to them. I am astonished at his urbanity, friendliness and perfect frankness. We talked a few moments with the freedom of best friends, his immediate train, by the quiet lurking smile, showing how much they enjoyed the frank repartee on both sides. It will be a glad day when the Siamese have power to criticise justly, and the great ministers of state can bear to be reviewed as are the great officials of England by their renowned *Punch*.

In the Exchequer Division (sitting at Nial Frius), before Baron Pollock and a Special Jury, a suit was tried, Smith (W. McGregor) v. The London and North Western Railway Company, on the 14th March. The *Daily News* thus reports it:—

This was an action to recover compensation for personal injuries sustained in a railway accident. The defendants admitted the accident was caused by their negligence, but disputed the extent of the injuries. Mr Digby Seymour, Q.C., and Mr Hinch appeared for the plaintiff, and Mr McIntyre, Q.C., and Mr Agnew represented the defendants. The plaintiff is the senior member of a firm of sugar refiners, carrying on business at Hong Kong and London. It appeared that on the 2nd July, 1877, the plaintiff was travelling in a first-class compartment of a composite carriage from Lockerby, in Scotland, to Kuston. Soon after the train passed New, in the early morning, the plaintiff, who had been asleep, rose from his seat, looked out of the window, and was crossing to the other side of the carriage, when he was knocked down and partly stunned. When he recovered himself he succeeded in attracting the attention of the guard by the connecting cord, and the train put back to Crewe. It was then found that an iron girder had become displaced in one of the trucks of a passing luggage train, and, striking the carriage in which the plaintiff was travelling, forced a woman's head off her shoulders through the partition into the plaintiff's compartment, with a mass of the debris of the broken carriage. The plaintiff claimed 5,000*l.* compensation in respect of the accident, in respect of the weakness from which he had since suffered, being reduced from an active, strong, and business man to a person nervous, weak, and wanting intellectual energy, in respect of loss of business, and in respect of expenses entailed as a direct result of his injuries. The jury gave a verdict for the plaintiff, with 1,700*l.* Judgment was given accordingly.

GENERAL GRANT IN HONGKONG.

Yesterday evening General Grant walked with the Governor in the Botanical Gardens, going through both of them, and expressed himself admirably pleased with their beautiful appearance. This morning Gen. Grant and one or two of his party started for a long ramble through Hongkong, but its many climbs proved too much for them, and they resorted to hired chairs to return to Government House to breakfast. In the forenoon General Grant and Mr Russell Young proceeded to the U.S. Consulate, where the Consul, Col. Mosely, introduced Mr Lee Tuck Cheong, head of the Wo Hang, Lee Song, member of the same, and others. Mr Ng Choy, barrister, was also present. These Chinese Gentlemen came, on behalf of the community by whom they and three others have in public meeting, been named a committee, to invite the General to a Chinese dinner. His arrangements not being then quite definite he forbore binding himself, and leading them to make arrangements which might be useless, but thanked them for their kind invitation, expressed the pleasure such an entertainment would give him and promised to write them definitely in due course. He thought he saw his way to accepting their invitation on Saturday week, if an hour would be suitable for them after the garden party which he was to attend that day. After spending nearly an hour there, the General proceeded along Queen's Road, as far as Rose & Co., where he met another of the party, and afterwards visited some Chinese stores, and a photographer's, returning to Government House for tiffin, and spending the afternoon there.—Mrs Grant and Mrs Hennessy drove out during the day, and indulged in that amusement so dear to all ladies' hearts, shopping.

To-night the General's party dine, with several other guests at Government House, a part of about twenty. For to-morrow nothing great in the way of sight-seeing or

otherwise has been arranged. A dinner will take place at Government House, when about twenty guests will be present. On Saturday night a State Dinner will be given at Government House; when about forty will be at table; all guests appearing in full uniform. The Band will be in attendance, and a reception will be held from 10 till 12; when Government House Gardens will be brilliantly illuminated. On Monday morning the General and party will leave for Canton by the U. S. S. *Assinole*, and will remain there till Friday. It is possible, that on Friday evening there may be a Garden Party in the Botanical Gardens, which, such party taking place, will be illuminated; and the band will be in attendance, but this is not definitely fixed. On leaving Hongkong the General proceeds by way of Swatow and Amoy, to Shanghai, thence to Peking via Chefoo and Tientsin. From Peking, where he will spend a fortnight, he proceeds to Japan, and thence to San Francisco and home.

SUNDAY OBSERVANCE IN HONGKONG DEPUTATION TO THE GOVERNOR.

This afternoon a deputation, consisting of Bishop Burdon, Bishop Raimondi and Rev. J. C. Edge, waited on the Governor to present a petition, signed by one hundred and eleven companies, firms, merchants, and residents, praying His Excellency to give to the existing law on the subject of Sunday observance that enforcement in this Colony which is recognised in the Mother Country so far as may be practicable. The Governor met the deputation at Government House, at two o'clock, and the interview lasted an hour.

Bishop Burdon said: We have been requested, Your Excellency, to wait upon you for the purpose of presenting a petition from some of the Residents of Hongkong with reference to the observance of Sunday in this Colony. Before reading the petition, may I be allowed to say a few words on some of the points touched on it. There are three very marked features of Sunday non-observance in this place to which I think many, if not most, of those for whom I now speak would be glad to see the attention of Government directed. One is the loading and unloading of ships and all the labour in the Harbour and on shore which this involves. In this respect I need not say how different an aspect our Harbour presents to that of a Harbour in England on Sunday. It is true the circumstances of this place are different from those of a seaport at home, where the inhabitants are all Christian, and accustomed to the Christian Institution of the Lord's Day. Still this is an English Colony, and it seems hardly right that the English Sunday should be ignored altogether. It has arisen no doubt from the fact that the Chinese are non-Christian and know nothing either about the meaning or the object of a periodical day of rest. The difficulties of restricting this labour in a free Port, open to all nationalities, and inhabited mainly by Chinese are great, but we earnestly beg that Your Excellency with your Council, being representatives of a Christian Government which acknowledges and observes the day in its public acts in England, will take into your serious consideration the question whether it is not possible at least to restrain within certain limits the work that now goes on in the Harbour and on shore in connection with the loading and unloading of ships. Law and public opinion would rise at home against what goes on here without restriction of any kind. The contrast is even great, with the Ports on the Coast of China. In each of these there is a Customs Service, and it is closed on Sunday. Were we to open our Port, Foreign shipping would have to submit to a similar arrangement. Might not some law be enacted that would ensure a quiet Harbour on Sunday than ours at present presents? Another point is the amount of building operations that goes on in Hongkong on Sunday both in connection with Government and with private individuals. This too is opposed both to law, custom and public opinion in England, and it strikes any one, accustomed to the religious observance of Sunday, most painfully. Here again it is no doubt owing to the first place to the labourers employed being persons who have no sacred associations with the day, and who being paid by the day, and not by the week as at home, do not see why they should be deprived of a whole day's wages so often. There are inconveniences it is true in trying to carry out the observance of the day in building operations. These were probably more felt at first than they need be now, and so the allowing the Chinese to work on Sunday became a habit, and neither law, nor custom, nor public opinion has said anything against it. With reference to Government works we are encouraged by what your Excellency has already said, to hope that the clause has been inserted in every Government contract, that no work should be done on Sunday will be in every case enforced and no longer allowed to be a dead letter. It may be difficult, under our circumstances here, to enforce this on the Colony generally, but if the Government steadily set the example, private architects and surveyors might be influenced to insert a similar clause in all their agreements with Chinese contractors and to insist on its being carried out. The only other point that I will specially name is the opening of taverns for the sale of intoxicating drinks during all the hours of Sunday. This is connected with a painful subject—intemperance—the running sore of England, examples of which are so often seen here. The scenes in some of the taverns here on Sunday are very disgraceful. Could not some restriction be put on the sale of intoxicating drinks during all events some part of Sunday, as at home? In a petition of this kind I would rather lay stress on the fact that the religious observance of Sunday is one of the institutions acknowledged and observed by our Government at home, and that so far as is possible, all representatives of that Government abroad should respect it in their official acts. The ground of the observance is another question altogether. The fact that it is so observed in England by our Government is sufficient reason for asking that it be recognised officially here.

I think I ought to state that, though I appear as one of the Deputation requested to present this Petition, I had no part in drawing it up, and that indeed I tried to have some alteration made in its terms when I was first asked to interest myself in procuring signatures, but that I was not successful. The number of signatures, I am sorry to say is small. This is owing, I think partly to the terms of the Memorial and partly to some unfortunate mismanagement. One firm, as Your Excellency will observe, signs the memorial, approving of its prayer only so far as stopping all Government work on Sunday is concerned. This is a feeling very generally entertained by the Colony, and if that alone were done, it would be the beginning of a better state of things. I will now read the petition before placing it in Your Excellency's hands.

Bishop Raimondi said: Your Excellency, in name of the Catholic Community of Hongkong, I beg to express their concurrence with the arguments and prayer of the petition; this I am the more anxious to do as there has not been time to collect all the names of those belonging to that Community who were desirous to add their names. I agree especially with the importance of these points which have been pressed upon Your Excellency's attention by Bishop Burdon in the remarks he has just made. Your Excellency will confer a great benefit on the Catholic Community, and oblige them by taking the matter into your serious consideration.

Rev. J. C. Edge said: Your Excellency, I heartily concur with what has been just said by Bishop Burdon and Bishop Raimondi. I may state that we had some difficulty in drawing up the petition in knowing exactly what should be put to engage the interest and secure the sanction of the various parties, and some who would otherwise have signed have not done so; but all, I believe, are agreed that Government work should be stopped, and some restrictions put upon the loading and unloading of ships on Sundays. The enforcement of the law in these particulars would be a boon to all parties, Chinese and all others. They work hard all the week, and should be relieved on Sundays.

The Governor having heard the members of the deputation, read through the list of signatures appended to the petition that had been handed him.

His Excellency then said: The memorial is not, as you say, very numerously signed, but it is most influentially signed; and it is a memorial which it is my duty to take into my earnest consideration. But I do not wish to content myself with saying that I have listened with attention and satisfaction to the remarks that have been made by Bishop Burdon, and those of my Right Rev. friend on my right, as well as to what has fallen from our Rev. friend on the left; and I concur in all the observations you have made. I do believe it is the duty of every Governor in the British Empire, to recognise that he is Governor under a Christian Sovereign, and that he represents a Government which certainly, according to the laws of the land, of the United Kingdom, is a Christian Government; and that, so far as possible, it is his duty to recognise that, especially when, as you have pointed out, the laws themselves are clear. There is one or two points on which, I may at once tell you, I have made up my mind. One is the matter of the breaches of morality and order which attend the carousing in open taverns which goes on on Sundays in the town of Victoria, to which you have drawn my attention. In the last session of the British Parliament Her Majesty's Government had the courage to propose, and had the happiness of seeing carried, a measure to restrict the consumption of intoxicating liquor on Sunday, and all its attendant evils, by prohibiting the opening of public taverns in Ireland, with the exception of those in certain specified towns. This measure was opposed by some in Parliament who represent what is known as the Publican Interest, and by representatives of that body of men, of whom there are some in every country, who do not wish to see any distinction made between the week day and Sunday; but Her Majesty's Government succeeded in carrying that measure, and it was enforced. No inconvenience has been felt in Ireland, where it has now been twelve months in operation. I can therefore tell you that, acting on that principle, on which every Governor should act, of observing carefully what is being done by the Imperial Parliament, and trying to do likewise in such matters, I shall lay a similar measure before the Legislative Council, and I hope I shall obtain their support and be able to pass that measure. No doubt you will say that this is a small point, and that there are others which also require to be dealt with. Now, with regard to the signatures of Messrs Jardine Matheson and Company, who are in favour of the memorial so far as it recommends and prays that the Government work shall be stopped: that immediately raises the question how much more than that Government can do—whether we have the power to do anything more than stop all Government work. But I should first like to tell you how the whole question stands with regard to Government work on Sundays. On receiving from the Acting Colonial Chaplain, about the end of last year, the representations to which you refer in this memorial, I directed enquiry to be made of the various Heads of Departments as to the nature and amount of Sunday labour performed under each. I called on them to let me have this information at once. The minute I wrote was in these words: "Write to Heads of Departments who employ Chinese, the Surveyor General, the Harbour Master, the Postmaster General, &c.; ask them for full statement of facts, the number, the cause, the race, the wishes of employees themselves, &c., and their own opinions on the subject." I then received certain reports. These reports were considered in the Executive Council, and I requested the advice and opinion of my Council upon them. The opinion was expressed by all the members of the Executive that the Surveyor General's was the only one in which it was unnecessary that some Sunday work should be done. The members of Council advised me that in all the other Departments the work was absolutely necessary. It was pointed out by the Surveyor General and his Staff that certain works, some of which were specifically mentioned—the works in connection with the Prays, for instance—should be done on with on Sunday. I gave orders that everything should be stopped on Sunday, except what was absolutely necessary and unavoidable. I shall now ascertain how far the stoppage of certain works has been productive of inconvenience; and I hope we shall be able to take a further step in the same direction. As you are aware, indeed, reference is made to it in the memorial, the matter has been

discussed in Council. You have state that you are advised "that no new legislation is needed, that the statute 29th of Charles II, Chapter 7, is in force in this Colony and is binding upon and is observed by the inhabitants in various ways, as by the Courts of Justice and in all banking transactions." Now, I shall ask you before referring to that statute to hear what was said with regard to it by a predecessor of mine as far back as 1844. I think I cannot do better than refer to your notification issued by Sir John Davis. A Government notification was issued 28th June 1844, by order, and signed "Frederick W. A. Bruce, Colonial Secretary" in these terms:—

His Excellency the Governor in Council directs that the following Order, addressed to the Land Office, be published for general information; and he expects that the course therein indicated by the Government will in future be followed, and the Sunday observed with due respect by the Christian population throughout the Colony.

A second Government notification, signed by the Colonial Secretary, and addressed to Charles St. George Cleverly, Esq., Acting Surveyor General is as follows:—

"I am directed by His Excellency the Governor in Council to inform you, that with a view to a better observance of Sunday throughout the Colony, he directs that Government works be not proceeded with on that day, and that all Europeans in the Service of your Department be thereby afforded an opportunity of attending Divine Service. In all contracts made in future, you will take care that Sunday is omitted in calculating the time necessary for the completion of the work contracted for."

And this is the proclamation, subsequently issued, signed by the Governor Sir John K. Davis, and dated 20th February, 1845:—

Whereas the Laws of England enjoining under certain penalties a cessation from secular Labour and Employment on Sunday are in force within this Colony, and it is desirable, regard being had to the mixed population resident therein, that the due observance of that day should, if possible, be attained by the example and co-operation of all Christians within the Colony, rather than by the indiscriminate enforcement of the penalties attaching to a breach of the Law; the Governor calls the attention of the Christian inhabitants to the former Notification, and trusts that they will assist in carrying out the object aimed at, by abstaining from any violation of the sanctity of the day, either on their own part, or on that of the Native workmen or labourers whom they may employ in conducting their works.

Now, I should, before stating what view I take of the statute of Charles II, to say this; that statute is no doubt still in force in the United Kingdom, but the question whether it is now actually in force in this Colony is one that was brought before the Police Magistrate some years ago, here, and at that time the decision was given by the Police Magistrate, and no appeal was taken from that decision—that that statute did not apply to Hongkong. Mr Saint, the then Editor of the *China Mail*, brought up some one for hammering stones on Sunday; the case was a test prosecution. The Police Magistrate decided in favour of the workmen, and there was no appeal. Our own local ordinance, Sec. 2 of Ord. 6 of 1845 enacts that English law applies where the local circumstances of the Colony or its inhabitants did not render it inapplicable. That law still exists in Ordinance No. 12 of 1873. There is nothing I am more bound to do, than to carry out what is actually the law; and the decision I have just referred to, which was not appealed, tends to prove that the memorialists are not precisely correct when they say that that statute is now in force in this Colony. At the same time, however, I am impressed with what the memorialists say when they argue that this is the law of England, and to carry it out, so far as the circumstances of the Colony will permit in any Colony I am Governor in, I am responsible.

This branch of the subject will have my most earnest attention. While Messrs Jardine, Matheson & Co. are quite right in desiring to limit their concurrence in the memorial to the necessity for stopping all Government work on Sunday, I think that the members of this Christian Community will look to Government as an example to them in this matter, and if they find Government earnestly carrying out a determination to decrease Sunday labour, they will carry out the same principle. Therefore I think the most I shall have to do to decide to the spirit of their memorial will be to issue such a proclamation as Sir John Davis issued in 1845, and I hope the result will be satisfactory. In another Colony in which I was Governor in Chief, it was brought to my notice in a similar way to which you have to-day brought these facts and arguments before me, that there was an enormous amount of Sunday labour performed, and that even in my own Colonial Secretary's office and in my own office. This of course was very greatly, chiefly if not entirely, due to the accidental misfortune that the mail steamers came in and went out more often than on other days of the week on Sundays and Mondays. I thought I would see what a Government example would do to decrease the evil of Sunday working, and I stated to the deputation which waited upon me shortly after my arrival that I would take steps to reduce to the smallest possible amount the Sunday labour in all Government Offices. I had printed a memo. stating that when the mail bags were handed at Free Town (this was in Sierra Leone) on Sunday, the Governor in Chief would not be able to send forward the despatches from the Assistant Governor until the following day. When the mail bags arrived the covering despatches would have to be written, and a great amount of official correspondence prepared on Sunday. I did away with this, and when the mail was arrived at Free Town only on Sunday, the Secretary of State did not receive the despatches by that mail but simply an explanation that they could not be forwarded owing to the Sunday intervening. My Private Secretary and the clerks were then relieved, and had, as they ought always to have, a holiday. The Secretary of State approved of the step I took, and the effect of it on the public mind was greatly beneficial, the result being that certain merchants who waited on me informed me that they had resolved to imitate the example set them by Government, and conduct no business or correspondence on Sunday. I should like to say a few words now on another subject. In looking over the statute I came across one portion of it to which I shall call your attention because it refers to a subject which, although not bearing directly upon Sunday labour, is one you are specially entitled to consider and advise me upon. This Act 29 of Charles II, chap. 7, prescribes fines and penalties on artificers and others who practise their vocations on Sunday; and there is a clause in that Act to be done with the same and penalties in question;

and it says: "and all singular the forfeitures or the penalties aforesaid shall be employed and converted to the use of the poor of the parish where the said offence shall have been committed." Now, if the statute is in force that part is in force, and it cannot but bring to our recollection that we are now a very flourishing community, while up to this time no preparation has been made for the poor. Now, I am fully alive to the difficulty of dealing with the casual poor of Hongkong. As you yourselves know, there are a good many poor people in this Colony who have laboured here for years, who have laboured perhaps too long, who have laboured in the production of wealth in this Colony, and who have not succeeded in keeping themselves from beggary and destitution in their old age. So far from giving them any relief, the law of the Colony, which it is my painful duty to see enforced week after week, is that for a single act of mendicancy they be deported to China. I have over and over again seen old men, and men who worked 14 and 16 years here, perhaps too long, brought up to the Court for an act of mendicancy, and being convicted have been deported to the other side. When I found this clause I have referred to, I resolved to call your attention to it, and to ask you to consider, seeing we have been here something over thirty years, more than a generation, whether the time has not come when I could ask you to help me in providing some mode of poor relief for these persons. I merely throw this out for your consideration. I can now only say that I shall do my best to carry out the suggestions made to me to-day, and shall begin by strictly enforcing the orders I have already given for the utmost possible abolition of Sunday labour so far as Government work is concerned.

Bishop Burdon thanked His Excellency for the courtesy, kindness and consideration they had met with.

Bishop Raimondi agreed with His Excellency as to the great necessity for the consideration of the question of poor relief for the class of persons described by His Excellency. There was an immense number of such. The number was increasing; the means of relieving them was decreasing. Were they able to devise some scheme of relieving these poor people, they might get some help from Government in finding something for them to do. Any such scheme would require the assistance of the Government Departments. The deputation then shook hands heartily with His Excellency, and withdrew.

Marine Court.

A CASE OF COLLISION.

An official enquiry was held to-day at the Harbour Master's Office into the circumstances attending a collision between the S. S. *Killarney* and a fishing junk, at 7.45 p.m. of the 23rd instant, off Aikow Island. The Court consisted of Mr. V. O'Connell, Esq., Senior Police Magistrate, (President), J. P. McFadden, Esq., (Acting Harbour Master), J. G. T. Hassall, Esq., (Acting Justice of the Peace), K. McMurdo, Esq., Government Marine Surveyor, and H. E. Smith, Esq., (Master British S. S. *Malacca*).

The junk master was first examined; he said:—The moon was just setting and my junk was anchored on the north side of the Aikow Island. The steamer came straight down. I saw a red and green light when the steamer got close to my junk. I called out loudly, but they could not hear me. I used my sails to try and move the boat in order to get out of the way, but my anchor was still down. I had a light burning; it was a paper lantern, of the usual pattern I always used. We were all sitting down but were not asleep. We had also a small light below. The light was hung on a bamboo, nine feet high. I am sure I was hoisted up, and was not on the deck.

The steamer struck us on the starboard bow. We were all thrown into the water, and I called out "save life." I clung to some pieces of the wreck. The steamer at once stopped and a boat was lowered. Two of my sons and myself were picked up, and one of my sons (two years old), and my two daughters were drowned. I and my two sons were conveyed to another boat at my own request. The night was dark at the time the accident occurred. The steamer was about three hundred fathoms off, when we began shouting. (At this stage one of the ordinary Chinese lanterns used, with a candle, was produced, and witness said it was the same sort of lamp as was used in the junk.) The reason I did not come here at 10 o'clock as directed was because I was detained at the Kwang Shing shop. I do not know who it was that detained me. I was asked to sit down. I could not know the man again who detained me if I saw him. I received \$120 as compensation for the loss of my boat. I should not know the man who gave me the money, if I saw him.

By Captain O'Neill:—A piece of paper was fit on board my junk just before the collision occurred. The paper was lighted by means of a flint and steel. Corrected; do, we got a light from the lantern.

Sap Tat (a youth who did not know his father's name) deposed:—The last witness is my father. On the night of the 23rd instant I was in my father's boat, which was anchored half way between Aikow and Hill Island. We had a light burning, as we always do when anchored. It was a candle. We always use candles. I am a small boy, so do not recollect where the lamp was hung. I only recollect that there was a light burning. I do not remember anything about my father having mended the nets that night. I was awake, and saw the steamer a long way off. I only saw one light, a green light. As the steamer approached some joss paper was burnt on board our boat by my mother. My father was engaged pulling the anchor up close as far as two fathoms. One candle will burn about three quarters of an hour. We burnt four or five every night. The lamp is always hung in the same place. It is hoisted on a bamboo near the mast. The mast was lowered down on the night of the accident. When the steamer struck us the boat broke up, and my father, one brother, and myself, were picked up by one of the steamer's boats and put on board another boat. My mother, two sisters and one brother were drowned. My younger brother was carried on the back of my mother. I do not know the age of my sisters, they are both smaller than me. Neither of them could swim. Nothing was done with the wreck.

By Captain O'Neill:—The wreck was not towed on shore.

Ching A-se, brother of the last witness, gave corroborative evidence.

They last witness recalled stated that

sometimes they burnt candles and sometimes oil.

Henry O'Neill, sworn, stated:—I am Master of the British steamer *Killarney*. On the 23rd instant, whilst on a voyage from Salween to this port, and about a half mile from Aikow Island, which was bearing S. E., I was on deck and saw a number of fishing boats all round. This was about 7.45 p.m. Our speed was about nine knots an hour. The Chief Officer and myself were on the bridge, and there was a man on the look-out. The night was dark, but clear. Our lights were all burning brightly. The fishing boats through which we were passing all had lights. I noticed one light ahead, so posted half a point, and immediately afterwards I noticed a flash close on the port bow, so posted again. The same boat showed another flash close under our port bow. During the interval between the two flashes this boat showed no light that I could see. I put the helm hard a port. When I saw the second flash, I know he was trying to cross our bow, so stopped immediately, and I reversed the engines full speed. I called out loudly to the boat to starboard. I could hear the crew of the boat calling out, and soon afterwards we collided. I immediately lowered a boat, and in from three to five minutes it was alongside the fishing boat and picked up three men. They were at their own request left on board another boat—my boat did not seem anything of the people reported missing; three children and a woman were reported missing. I account for the collision by the fact of the boat endeavouring to cross our bow. There are eighteen fathoms of water here, and the boy admits that his father pulled the anchor up to two fathoms. He had no business to be anchored there, as there was no tide and the water was quite smooth. If the boat had remained where I first saw the flash, we should have gone quite clear when I ported the helm.

Alfred Vardin, the Chief Officer, gave corroborative evidence. Chiu Atuk, a sea-man on board the *Killarney*, said he was on the look-out, he deposed to having seen a light right ahead and reported it to the Captain. His account of the relative position of the junk and the steamer just before and at the time of the collision, corroborated with that of the Captain and Chief Officer. John O'Neill, the second officer, deposed to the same facts as the previous witness and said that he was in the boat to try and save the crew of the wrecked boat. He picked up three men from the wreck. He was only away four or five minutes altogether. He heard that three persons were drowned.

The Court expressed astonishment that he should only have remained away five minutes, considering that these people were missing.

Captain O'Neill said the witness was making a mistake; she was away 15 or 16 minutes at least.

The highman was next examined and spoke as to the directions for steering; he said he could see the light on the junk; it was a paper lantern, or something in the shape of a paper lantern.

The Chief Engineer, (Mr John Washington), was called, and stated that he was on the fore-castle when the collision occurred. He saw light all round the steamer, but the boat the steamer collided with had no light.

One of the sailors who were in the boat that was sent to rescue the drowning people, stated that the boat was away from the steamer about twelve minutes. They had a very short distance to pull, and they picked up three men from the wreck, and placed them in another boat. Witness was told that four people were missing, and told the second officer as much.

Captain O'Neill explained how the junk-master came to receive \$120. The junk-master came to the steamer here, and told Captain O'Neill that he had lost his boat, so Captain O'Neill sooner than go to law, which, he said, would perhaps have cost him more, even if he gained the case, as the junkman could not pay the costs, he told his employers to pay a hundred dollars or thereabouts. He did not know it was paid until to-day.

The Court was then cleared, and in about half an hour the following finding was given:—

"The Court finds that on the evening of the 23rd April, about 7.45, the British steamer *Killarney* came into collision with a fishing junk, about one mile and a half to the north-west of Aikow Island, by which four lives were lost.

The Court is of opinion that no blame can be attached to the Master (Henry O'Neill) for the collision, owing to the junk having (according to the weight of evidence), carried no mast-head or other light.

"The Court regrets that the boat sent by the *Killarney* did not remain longer by the wreck, and that further efforts were not made to recover the four persons reported to be missing."

Captain O'Neill thanked the Court and said that it was the first accident he had ever had anything to do with in which life had been lost, and that during the many years he had been a shipmaster he had never met with an accident which cost over \$100.

Quotations.

HONGKONG, May 1, 1879.

OPIUM.—New Fainta, cash...\$562 1/2
" Old " cash...
" New Benares, cash, 598
" Old " cash,
" New Malwa, cash... 775
" Allowance, Fainta...
" Old Malwa, credit, 775
" Allowance, Fainta, ...

Exchange.

Bank, Wire... 87 1/2
" 30 days' sight, ... 87 1/2
" 6 months' sight, ... 88 1/2
Credits, ... 88 1/2
Documentary, 6 months' sight, 38 1/2
India, Wire, ... 22 1/2
" demand, ... 22 1/2
Shanghai, demand, ... 73 1/2
" 80 days' sight, ... 73 1/2
Gold Leaf, 99 1/2 fine ... 28
Sovereigns, ... 34 1/2

Temperature.

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HONGKONG, May 1, 1879.
BAROMETHER—9 A.M. ... 29.990
Do. 1 P.M. ... 29.982
Do. 4 P.M. ... 29.918
THERMOMETER—9 A.M. ... 79
Do. 1 P.M. ... 80 1/2
Do. 4 P.M. ... 79
Do. (Wet bulb) 9 A.M. ... 76
Do. Do. 1 P.M. ... 77
Do. Do. 4 P.M. ... 77
Do. Maximum ... 82
Do. Minimum over night ... 76

Intimations.

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Connection is made at Yokohama, with

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PACKAGES will be received at the Office

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A RETURN is made on RETURN PAS-

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H. M. BLANCHARD,

Acting Agent.

Hongkong, April 20, 1879. my8

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